

# **FEATURES COMMON TO THE THREE BUILD ALTERNATIVES**

- Horizontal and vertical roadway alignments that generally match the existing facility.
- Traffic signals and raised medians would be provided with turn pocket channelization at major intersections.
- Two twelve-foot wide traffic lanes and a six-foot wide shoulder in each direction.
- A curb and gutter with a two-foot wide utility strip and five-foot wide sidewalk adjoining the shoulder on the east side of the roadway.
- A curb and gutter with an approximate six-foot wide utility strip and eight-foot wide bicycle path adjoining the shoulder on the west side of the roadway.
- A raised median on University Avenue would restrict Geraghty Avenue access to right-in/right-out only. A cul-de-sac would be constructed on the Airport Way frontage road and the intersection of the frontage road with Geraghty Avenue would be eliminated.
- A grade separated railroad crossing, to be accomplished by raising the railroad grade by about seventeen feet at University Avenue.
- Replacing the existing bridge over the railroad at Fairbanks Street with a pedestrian tunnel under the railroad and replacing Fairbanks Street with a pedestrian path north of the high school access.
- Replacement of the existing Chena River bridge with a new seismically resistant structure.